CATTLE CONTINUE STRONG

SUPPLIES. SMALL, WITH OUTSIDE CONDITIONS FAVORABLE.

Hogs Closed the Day Dull, with Shippers Out of the Market-Reecipts Were Small.

Receipts and Shipments.

HOGS-Receipts5,00
Shipments3,00
CATTLE—Receipts
SHEEF-Receipts
Shinments 25

UNION STOCKYARDS, INDIANAPOLIS, Jan. 27.-Cattle-Continued small supplies and favoreffect on the market here and values are gradunily advancing to a higher level. In a general | ago. way the market to-day was strong, while a number of dealers claimed prices were higher. The difference of opinion was principally with reference to the sale of steers. There is no doubt that sales to-day represented a good advance in values of all kinds over those prevailing at the close of last week, and there were a few dealers who sold fat steers nearly 40c higher than last Friday. A conservative estimate, however, of the improvement thus far this week, made to cover all fat steers, would probably be 25c.
There was not a large supply of female butcher
cattle to-day. The demand was strong and some sales were 10c higher. The buil market was also steady to strong, and calves were fully as high

as yesterday. Quotations:	
-Steers	
Good to choice steers, 1,350 lbz and upwards \$4.85@ Plain fat steers, 1,350 lbs and upwards. 4.50@ Good to choice 1,200 to 1,300 lb steers. 4.40@ Plain fat 1,200 to 1,200 lb steers. 4.25@ Good to choice 900 to 1,150 lb steers. 4.00@ Plain fat 900 to 1,150 lb steers. 3.75@ Choice feeding steers, 1,000 to 1,100 lbs. 4.00@ Good feeding steers, 1,000 to 1,100 lbs. 3.50@ Medium feeding steers, 500 to 900 lbs. 3.90@ Common to good stockers. 2.50@	4.90 4.85 4.75 4.50 4.25 3.25
Good to choice heifers	3.50
-Cows	
Good to choice come	3.75

Good to choice heifers	Plain fat 900 to 1,150 lb steers
Fair to medium cows 2.90@ 3.25 Canners and cutters 2.00@ 2.85 Good to choice cows and calves 35.00@50.00 Common to medium cows and calves 20.00@30.00 —Bulls and Calves.— Prime to fancy export bulls 2.75@ 3.25 Common to fair bulls 2.75@ 3.25 Common to fair bulls 2.00@ 2.50 Fair to best veal calves 6.25@ 7.75 Fair to good heavy calves 3.00@ 6.25 —Representative Sales—Steers.— No. Av. Pr. No. Av. Pr. 19 1270 35.90 18 1111 \$4.40 20 1394 4.90 10 1040 4.35 19 1288 4.90 4 1005 4.30 3 1193 4.85 6 286 4.25 12 1273 4.80 16 1098 4.25 14 1230 4.50 3 Feeders 1007 4.00 4 1230 4.50 3 Feeders 263 3.30 35 1202 4.50 3 Feeders 263 3.30 35 1202 4.50 3 Feeders 263 3.30 36 1202 4.50 3 Feeders 263 3.30 37 1202 4.50 3 Feeders 263 3.30 38 1202 4.50 3 Feeders 263 3.30	Fair to medium heifers 3.25@ 3.50 Common light heifers 2.50@ 3.00
Good to choice butcher buils 2.75@ 3.25 Common to fair buils 2.00@ 2.50 Fair to best veal calvas 6.25@ 7.75 Fair to good heavy calves 3.00@ 6.25 —Representative Sales—Steers.— No. Av. Pr. No. Av. Pr. 19 1270 35.90 18 1111 \$4.40 20 1294 4.90 10 1040 4.35 19 1288 4.90 4 1005 4.30 3 1193 4.85 6 286 4.25 12 1273 4.80 16 1098 4.25 12 1273 4.80 16 1098 4.25 14 1238 4.75 6 978 4.25 2 1225 4.50 10 Feeders 1007 4.00 4 1230 4.50 3 Feeders 903 3.30 35 1202 4.50 9 898 3.85 5 1220 4.50 21 1146 3.70	Fair to medium cows
No. Av. Pr. No. Av. Pr. 19 19 1370 35.90 18 1111 \$4.40 20 1394 4.90 10 1040 4.35 19 1288 4.90 4 1005 4.30 3 1193 4.85 6 286 4.25 12 1273 4.80 16 1098 4.25 11 1238 4.75 6 978 4.25 2 1235 4.50 10 Feeders 1007 4.00 4 1230 4.50 3 Feeders 963 3.30 35 1202 4.50 9 898 3.85 5 1220 4.50 21 1146 3.70	Good to choice butcher buils
19	
18 1147 4 50	19

200000000000000000000000000000000000000	4.30	19	9.00
191388	4.50	4	4.30
3	4.85	6 286	4.25
121373	4.80	161098	4.25
111238	4.75	6 978	4.25
21235	4.50	10 Feeders 1007	4.00
4	4.50	3 Feeders 963	3.90
351202	4.50	9	3.85
5	4.50	211146	3.70
900	4.50		
321243		2 650	3.00
181147	4.50		
	-Heif	fers.—	
	Pr.	No Av	Pr.
No. Av. 41127	\$4.35	1	\$3.75
2	4.00	21 689	3.85
1 900	4.00	8 925	3.60
25 777	3.90	8 881	3.60
9 877	3.85	1 730	3,50
2 885	3.85	1 680	3.50
7 940	3.85	The state of the s	3.50
2	3.75		3.50
4	3.75		3.25
			0.40
20 682	3.75	4 717	3.25
7 681	3.75	1 610	2.75
	Co	ws	
No. Av.	Pr.	No. Av.	Pr.
21285	\$3.75	1 1	\$3,25
21245	3.65	2	3.00
6	3.65	2 Cutters 885	3.00
31143	3.50	2 Cutters 840	3.00
21100	3.50	3 Cutters1006	3.60
21310	3.50	1 Cutter 900	2.85
81116	3.35	1 Canner 910	2.50
9		the second secon	
21050	3.25	1 Canner 930	2,40

**********		3.23	1 Canner	** 340 2.
2	1025	3.25	2 Canners	840 2
2	950	3.25	1 Canner	840 2. 790 2.
4	1010	3.25	1 Canner	
3	1020	3.25	1 Canner	
		-Bu	lls	
No.	Av.	Pr.	No.	Av. P
1	2070	\$4.00	1	1410 \$3.
1	1770	3.50	1	1230 3.
1	1270	3.50	1	
1	1460	3.40	1	
1		3.25		
**********	*****1200		1	
1	exev-2000	3.25	1	930 3.
		-Calv	res.—	- 2
No.	Av.	Pr.	No.	Av. P
1	100 5	8.00 1		145 37.0
5		8.00	6	118 7.
3		7.75	1	
1		7.75	1	
6		7.50	5	
2		7.25		
The state of the s	Control of the Contro			
1		7.25	1	290 3.
I	120	7.25	. D	360 3.
Hogs-Wi	ille fresh	Tece	ipts of hogs to	-day we
comparative	dr. smal	I for	a Wednesda	e marke
			s were carried	
			fully 7,000 wer	
			rage for this t	
week. Goo	a quanti	y Will	s again repres	ented ar

very large proportion of the supply were hogs averaging upward of 200 lbs. The market opened buyers attempting to get a reduction and with seliers asking steady prices. The early trade was quiet and not much business was transacted. Early sales were 5c lower than equal kinds sold yesterday. Later shippers took hold more freely and finally, with active competition from all sources for the good medium to heavy grades. there was a lively market and sales for the most part were at prices about equal to the average for the same kinds yesterday. The shipsing requirements were of larger proportion than ackers expected and it finally became more a question of getting the hogs than of prices. The market for light grades was again comparatively full and it was more or less difficult to arrange prices for this class, but there was a fair shiping demand and late sales were only ac lower than yesterday, as near as could be estimated. goods as well as fancy prints. After a little spurt in the trading shippers were are being made about the future. forced out of the market by a lack of transportation facilities and finally with very little opposition packers were independent and the closing market was duli in all departments, with sales at barely steady prices, compared with those prevailing earlier in the day, Several loads from \$4.80@5.30 and the bulk of the supply sold

Good 1	and to che	heav nice fair	edium to y packi light w light we pigs .	eights		4	80665.20 80664.90 00694.75
Rough	s and	stn	gs		*****	00 di	25 @ 4.75
		-Rep	presenta	tive Sal	es		
No.		Dk.	Pr.	No.	Av.	Dk.	Pr.
62		1751	\$5.30	69	201	40	\$5.0736
159	246	160	\$5.25	41	192	60.4	5.05
67	250	4.4	5.25	58	193	40	5.05
57		80	5.35	80		1.44	5.05
35	263	40	5.25	83		160	5.05
76		120	5,25	36		120	5.05
59		120	5.25	69	219	210	5.05
64		100	5.25	63		***	5.00
63		6.66	5.25	· Discer	188		5.00
64		2.5.5	5.22%	18		Magi	5.00 -
52	-	160	5.22%	41,	201	***	5.00
76		***	5.20	44	189	80	4.95
61	233	155	5.20	27	140	200	4.90
90		80	5.20	26	143	***	3.90
113		160	5.20	89	152	***	4.90
36		80	5.15	20	141		4.90
62		255	5.1214	22	145	***	4.50
74	229	160	5.1214	34	150	846	4.80
\$5	192	0.00	5.10	16	165		4.80
72	206	***	5.10	52	105	***	4.60
\$8	205	200	5 10	50	123	2400	4.60
60	222	120	5.10	9	4/15	***	4.60
87		80	5.10	20	108	***	4.53
39	228	120	5.10	07	. 111		4.50

arrivals being billed through. There were enough in any lepartment to interest buyers or to show in any way the condition of the market. Therefore the situation must be governed largely by other places and the developments elsewhere being generally in favor of sellers, it is firmly believed that fully an average supply of theep and lambs could have been sold here thus far this week at strong prices. Quotations: Good to choice lambs ... Common to medium lambs 4.50@5.25 Common to best yearlings Good to choice sheep Fair to medium sheep

Stockers and feeding sheep Bucks, per 100 lbs..... THE HORSE MARKET.

Culls and common sheep

2,50 173,00 1

UNION STOCKYARDS, Jan. 27.-Nearly 400 bend of horses were offered in the closing auc- 13c; Swiss, 16c; brick, 14c; Haburger, 12c. tion sale to-day, which is a good increase over auction sales recently. Practically all kinds of horses were represented and the quality and condition of the consignments was reported as good as expected at this time. There were more buyers on the market than vesterday, and this caused a little more life in the bidding. But it was evident that shippers were not altogether satisfied with the results. On the other hand buyers claimed that prices were high and some of the principal dealers were inclined to be a little backward in making their selection. The demand was principally for the cheaper

grades, the trading was fairly active and fair prices were realized. The market for good driv ers and heavy horses, such as are wanted in the East, is affected by the uncertain shipping facilfiles and buyers naturally are inclined to de-Among the important rales to-day were coach horses as high as \$550 and extra draft horses as

high as \$725. But there were not a great many in may class above \$175. Most transactions of the medium to good chunks, drivers and draft horses ranged from \$115 to \$150. Smaller and from desirable horses gold from 450 to \$100.

LIVESTOCK NOTES.

The future of the s' sep market is uncertain, of course, but the fact that even local butchers | Jackson (Ohio)

at least a steady market the last half of the week, and choice stock can possibly be sold at an advance in values. Salesmen no doubt would expect at least 36 for the best lambs, \$3.75 for sheep and probably \$4.50 for yearlings.

* + + + The marketing of sheep and lambs continues exceedingly small, the supply thus far this week being less than one-third as large as the same time last week and 200 smaller than the corresponding time a year ago when the receipts were also very light. There were only about 500 fresh arrivals to-day or about one-third as

as a year ago. The receipts for the first half of this week show a decrease of 2,500 hogs, over 1,100 cattle and a little less than 1,000 sheep compared with the time last week and little change in hogs, an increase of 200 cattle and a decrease of 200 sheep compared with the corresponding time a year ago. The general cattle market was fairly active at strong to higher prices yesterday, sheep and lambs were quotably steady and the best hogs opened a shade lower but closed steady

many as a week ago and nearly twice as many

at Tuesday's prices. Light were lower. + + + Thus far this week the receipts of hogs show a decrease of 2,500 head compared with the same | \$4c; comphor, \$0@85c; cochineal, 55c; chloro-time last week and vary little change compared | form, 58@65c; copperas, bri, 85c; cream tartar, time last week and very little change compared with the corresponding time a year ago. The receipts yesterday were over 4,000 smaller than a week ago and over 1,000 smaller than a year

The marketing of cattle continues small, the total thus far this week showing a decrease of over 1,100 compared with the same time last 45@50c; week, but an increase of 300 compared with the corresponding time a year ago. The receipts yesterday were over 700 smaller than a week ago, but 300 larger than a year ago.

ELSEWHERE.

CHICAGO, Jan. 27.-Cattle-Receipts, 19,-000. Market opened strong to 10c higher and closed lower on common and medium. Good to prime steers, \$4.95@5.75; poor to medium, \$4@4.75; stockers and feeders, \$2.40@ 4.10; cows, \$1.50@4.25; helfers, \$2@4.75; canners, \$1.50@2.40; bulls, \$2@4.35; calves, \$3.50@ Hogs-Receipts to-day, 40,000; to-morrow,

44,000. Mixed and butchers, \$4.85@5.15; good to choice heavy, \$5.05@5.20; rough heavy, \$4.80@5.05; light, \$4.60@5; bulk of sales \$4.90 Sheep-Receipts, 20,000. Sheep and lambs strong to 10c higher. Good to choice wethers, \$4.20@4.60; fair to choice, \$3.85@4.20;

Western sheep, \$465.10; native lambs, \$4.50@ 6.15; Western lambs, \$4.6566.15. NEW YORK, Jan. 27.-Beeves-Receipts, 2,781. Steers slow; common a shade lower; bulls steady to 10c lower; medium cows easy; good fat cows strong. Bulls, \$2.85@4; cows, \$1.65@3.55. Cables quoted live cattle weak; sheep and lambs steady; refrigarator beef, 8% 98%c per lb. Shipments to-day, 3.125 quarters of beef; to-morrow, 122 cattle Calves-Receipts, 932. The market was strong. Veals, \$5@9.50; little calves, \$4@4.50; barnyard

stock, \$364; city dressed veals, 3614c per lb; Sheep and Lambs-Receipts, 400. Feeding firm. but sales were very limited. Sheep, \$3.50@4.50;
no choice sold; lambs, \$6@7.
Hogs-Receipts, 2,302. The market was steady.
State and Pennsylvania hogs, \$5.40@5.60; common wheat flour, \$6.10 per brl; winter wheat patent, \$5.60 per brl; winter wheat patent, \$5.60 per brl; winter wheat patent, \$6.20 per brl; winter wheat mixed Western, \$4.75,

KANSAS CITY, Jan. 27.—Cattle—Receipts, 9,590; no Southerns. The market was steady to 15c lower. Export and dressed beef steers, \$4.45@ .15; fair to good 10@15c lower at \$3.50@4.40; Western fed steers steady to 10c lower at \$3.50@ 4.35; stockers and feeders, \$3@4.15; Southern steers, \$3,15@4.15; Southern cows, \$2@2.90; native cows, \$2@3.75; native heifers, \$2.60@3.90; bulls, \$2.40@3.70; calves steady at \$2.75@6.25. Hogs-Receipts, 8,500. The market was weak to 5c lower. Top, \$5.10; bulk of sales, \$4.80@5; heavy, \$4.95@5.10; packers, \$4.90@4.97%; plgs and 15c lower. Native lambs, \$4.50@5.75; Western lambs, \$4.50@5.60; fed ewes, \$3.50@4; fed year-lings, \$4@5.15; stockers and feeders, \$2.75@4. ST. LOUIS, Jan. 27.-Cattle-Receipts, 5,000, including 3,000 Texans. The market was steady \$4.25@5.70, the top for strictly fancy; dressed beef and butchers steers, \$4@5.25; steers under 1,000 lbs, \$3.50@5; stockers and feeders, \$2.30@ 3.75; cows and heifers, \$2.25@4.35; canners, \$2.25@ 2.50; bulls, \$2.40@4; calves, \$4.50@8; Texas and Indian steers, \$2.40@4.35; cows and heifers, \$2.10 Hogs-Receipts, 7.000. The market was 5@10c lower. Pigs and lights, \$4.50@4.75; packers, \$4.65 @5.05; butchers and best heavy, \$4,90@5.15.
Sheep—Receipts, 2,000. The market was steady to strong. Native muttons, \$3.75@4.65; lambs,

SOUTH ST. JOSEPH, Jan. 27.-Cattle-Recelpts, 3,123. The market was steady to slow. Natives, \$3.50@5.25; cows and helfers, \$2@4.35; stockers and feeders, \$3@4.30. Hogs-Receipts, 8,550. The market was 5@10c lower. Light, \$4.75@5; medium and heavy, \$4.90 Sheep-Receipts, 3.123. The market was steady. Lambs, \$5.85; yearlings, \$5; ewes, \$4. PITTSBURG, Jan. 27.-Cattle-Receipts, 100.

The market was steady. Hogs-Receipts, 3,000. Heavy, \$5.20@5.25; medium, \$5.20; heavy Yorkers, \$5.10@5.15; light 45c; city kip, 60@80c; French kip, 90c@\$1.20; city Yorkers, \$5.10; pigs, \$5@5.05. Sheep and Lambs-Receipts, 1,200. Sheep, \$4.75 down; lambs, \$6.60 down. The market was LOUISVILLE, Jan. 27.-Hogs-The receipts to

day were 1,781 head, and for the three days 7,365 head. The market opened early with prices steady to 50 higher, the advance being on the heavy end. Best hogs, 160 lbs and up, selling at \$5.05@5.10; light shippers, \$4.75; pigs, \$4.40, and roughs, \$4@\$4.40. The pens were well cleared and the market closed about steady. SOUTH OMAHA, Jan. 27.-Cattle-Receipts, heifers, \$2.75@3.85; stockers and feeders, \$2.50@4. Hogs-Receipts, 7,500; market 5c lower; heavy, \$4.85%1.25; pigs, \$3.75%4.50. Sheep-Receipts, 9,000; market steady; sheep. \$2.50@5.10; lambs, \$4.75@6, CINCINNATI, Jan. 27.-Hogs active at \$3.50@ Cattle active and strong at \$2,25@4.85. Sheep active and strong at \$2.50 g4. Lambs

JULY WHEAT VERY ACTIVE.

(CONCLUDED FROM PAGE TEN.) maranteed. The advances of the day include Me for Fruits and Lonsdales and other bleached goods as well as fancy prints. No predictions

Oils.

OIL CITY, Jan. 27,-Credit balances, \$1.85, Certificates, no bid. Shipments, 72,507; average, 72,749; runs, 69,627; average, 63,812. Shipments, came in late and the market closed quiet. But a Lima, 72.018; average, 67,289; runs, Lima, 46,946; very fair clearance was made. Sales ranged average, 47,791. SAVANNAH, Jan. 27.-Turpentine steady t 62c. Rosin firm: A. B. C. D. \$2.65; E. \$2.80; 15, C, 13, 82,00; 15, \$2,80; \$2.85; G, \$4.90; H, \$3.15; I, \$3.30; K, \$3.35; 84.15, N, \$4.20; window glass, \$4.35; water NEW YORK, Jan. 27 .- Tallow steady. Cottoneed oil firm. Petroleum steady. Rosin steady. Turpentine nominal at 62140066c. MONTPELIER, Jan. 27.-Crude petroleum strong; north Lima, \$1.36; south Lima and In-CHARLESTON, Jan. 27 .- Turpentine steady at Rosin steady. WILMINGTON, Jan. 27.-Spirits turpen-

tine, nothing doing.

Cotton. NEW ORLEANS, Jan. 27 .- Cotton firm; sales 4.330. Ordinary, 12%e; good ordinary, 14 3-16e; low middling, 14@ 14 15-16e; middling, 15 2-16e; good midding, la la-16e; mid fair, 15 13-16e. Recipts 8,270; stock 418,781. NEW YORK, Jan. 27.—Cotton—Spot, quiet. 20 points higher; middling uplands, 15,45c; middling gulf, 15,76c. Sales, 357 bales,

Metals.

ST. LOUIS, Jan. 27.-Lead stendy at \$4.55. spelter dull at \$4.67%.

EGG FAMINE PREDICTED. Cold Spell Cut Down Supply in Chi-

engo-Prices Advanced. CHICAGO, Jan. 27.-Unless the cold spell which burdens Kansas, Missouri, Arkansas and other great egg producing States loosens its grip, an egg famine is probable. The present supply in Chicago is entirely insufficient to incet demands. Receipts have been reduced almost to the vanishing point. The effect has been to

last week at wholesale for 28 cents are now considered a bargain at 33 cents.

Eggs of the quality which could be purchased

Poultry and Other Produce. (Prices paid by shippers.) Cheese-Wisconsin, 13c; New York full creams, Poultry-Tom turkeys, 12c; hens, 8c; cocks, 4c; capons, He; young ducks, Se; springs, S@Ste;

Butter-Choice roll, 11c; Elgin creamery, 25c;

Eggs-Firm at 20c. Wool-Local dealers are paying for wagon lots: Good medium merchantable unwashed. coarse and braid, Lo: heavy merino, 10@12e: half-blood, 12@14c; burry and cotted, 12@14c; Western, 120 Feathers-Frime geese, 20c per 1b; prime duck, Came-Rabbits, 30c@\$1 per doz, \$1@1.10 per los for draws. Beeswax-30c for yellow, 25c for dark, HIDES AND TALLOW.

Green-salted Hides-No. 1, 7%c; No. 2, 6%c; No. 1 calf, 10e; No. 2 calf, Tallow-No. 1, 3\c; No. 2, 3c. THE JOBBING TRADE.

(The quotations given below are the selling prices of the wholesale dealers.) Conl and Coke.

(Retail Prices.) Half ton. Ton. Smokeless Cannel

Brazil block Green and Sullivan (lump and nut)... 2.25 Slack, Jackson 1.65 Slack, Pittsburg Connellsville coke

Crushed coke, 13c per bu......

n cellar; 50c per ton extra, second floor for carried in cellar. From wagon, 25c per ton extra, by wheelbarow, chute or basket. Candies, Nuts, Figs.

Candles-Capital stick candy (bris), 6c per lb; common mixed, 5c; grocers' mixed, 5%c; Banner twist stick, 7%68c; Banner cream mixed, 9c; Derby mixed, 7%c. Nuts-Soft-shelled almonds, 15c; Brazil nuts, 10c; filberts, 12c; peanuts, roasted, 7@8c; mixed

Figs-New Smyrna, 12c per lb. Drugs. Al tohol, \$2.52@2.70; asafoetida, 40c; alum, 21/2

pure, 32@35c; indigo, 65@80c; licorice, Caleb., genuine, 35@40c; magnesia, carb., 2 oz. 20@22c; morphine, P. & W., per oz. \$2.45@2.70; oil bergamot, per lb, \$3; oplum, \$3.50@3.75; quinine, P. & W., per oz, 31@36c; balsam copabia, 55@60c; soap, Castile, Fr., 13@16c; soda, bicarb., 2%@5c; salts, 1% @4c; sulphur flour, 2% @5c; saltpeter, 8@10c; turpentine, 63@70c; glycerin, 16%@20c; iodide potassium, \$2.45@2.56; bromide potassium, chlorate potash, 15@20c; borax, 9@12c; cinchonida, 29@34c; carbolic acid, 27c; cocaine,

mur., \$4.05@4.25. Dry Goods.

Bleached Sheetings — Androscoggin L. 7%c; Berkeley, No. 60, 9c; Cabot, 7%c; Capitol, 7%c; Cumberland, 7%c; Dwight Anchor, 8%c; Fruit of the Loom. 8%c; Farwell, 7%c; Fitchville, 7c; Full Width, 6c; Gilt Edge, 6c; Gilded Age, 5%c; 7%c; Hope, 7½c; Linwood, 8¼c; Lonsdaic, Peabody, 6c; Pepperell, 9-4, 23c; Pepperell, 25c; Androscoggin, 9-4, 24c; Androscoggin, Brown Sheetings-Atlantic A. 7c: Argyle, 6c Boott C, 6c; Buck's Head, 6%c; Carlisle, 40inch, 6c; Dwight Star, 7%c; Great Falls E, 6%c; Great Falls J, 6c; Hill Fine, 7%c; Indian Head, 7c; Pepperell R, 6c; Pepperell, 10-4, 23c; Androscoggin, 9-4, 22c; Androscoggin, 10-4, 24c. Prints-Allen dress styles, 5c: Allen TR, 4%c; Allen robes, 5c; American indigo, 54c; Arnold long cloth B, 8c; Arnold LLC, 7c; Cocheco fancy, 5c; Hamilton fancy 5c; Merrimac pinks mournings, 54c; Simpson's Berlin solids, 54c; to the middle West, for which it has no Simpson's oil finish, 5c; American shirting, 44c; connection. black white, 4%c; grays, 4%c. Kid-finished Cambrics-Edwards, 4c; Warren, %c; Slater, 4c; Genesee, 4c. Tickings — Amoskeag ACA, 11½c; Conestoga BF, 14½c; Cordis 140, 12½c; Cordis T, 12½c; Cordis ACE, 12½c; Hamilton awnings, 10c; Kimono fancy, 17c; Lenox fancy, 19c; Lenox XX, 19c; Oakland AF, 6½c; Portsmouth, 12½c; Susquehanna, 14½c; Shetucket SW, 6½c; Shetucket F, 7½c; Swift River, 6c. Grain Bags - Amoskeag, \$14.50; American, \$15.50; Harmony, \$14; Stark, \$18.

Spring patent, \$5.60 per brl; winter wheat patent, in bris, \$4.80; straight grade, \$4.60 in bri; low grade, \$2.60; extra fancy, in bri, \$4.40; buck-

Groceries. Coffee-Good, 8@12c; prime, 12@14c; strictly prime, 14@16e; fancy green and yellow, 18@23c;

Java, 28@32c. Roasted—Old Government Java, 321/2@33c; finest Mocha and Java, 28@30c; Java blend, 23c; fancy blend, 18c; Golden blend, 15c. Package coffee-City prices: Ariosa, 13.75c; Lion, 12.75c; Jersey, 12.25c; Caracas, 12.75c; Dutch Java blend, 15%c; Gates's blended Java, 12.75c; Climax Java blend, 13.25c. Sugar-City prices: Crystal Dominoes, 5-lb cartons, 7.10c; cut loaf, 5.70c; cubes, 5.30c; XXXX powdered. standard fine granulated, bags or bris, 4.77c Ridgewod A, bris, 4.62c; Phoenix A, bris, 4.57c Empire A, 4.52c; Ideal ex. C, 4.47c; Windsor ex. C. 4.42c; Bidgewod ex. C. 4.27c; 10 yellow, 4,27c; 16 yellow, 4.12c; New Orleans (dark), 4c. Molasses and Syrups-New Orleans molasses, fair to prime, 28@32c; choice, 28@42c; syrups, 26 Salt-In car lots, 85@90c; small lots, 95c@\$1. Spices-Pepper, 17c; allspice, 15@18c; cloves, 20 @22c; cassia, 15@18c, nutmegs, 50@60c per lb. Rice-Louisiana, 414@6c; Carolina, 614@814c. Shot-\$1.40@1.60 per bag for drop.

Lead-64 are for pressed bars. Wood Dishes—No. 1, per 1,000, \$1.80@2; No. 2, \$2.02.20; No. 3, \$2.20@2.30; No. 5, \$2.80@3.
Twine—Hemp, 12@18c per lb; wool, 6@10c; flax, 20@30c; paper, 15c; jute, 12@15c; cotton, 22@25c. \$4.75@5.60; culls and bucks, \$2.25@3.50; stockers, Woodenware—No. 1 tubs, \$6@7; No. 2 tubs, \$5 @6; No. 3 tubs, \$4@5; 3-hoop pails, \$1.80; 2-hoop pails, \$1.40@1.60; double washboards, \$2.50@2.70; common washboards, \$1.85@1.90; clothespins, 60@

Iron and Steel. Bar iron, 2.60c; horseshae bar, 2.75c; nail rod, 7c; plow slab, 4.50c; American cast steel, 9@11c; tire steel, 2%c; spring steel, 4%@5c.

Leather. Oak sole, 32@42c; hemlock sole, 28@38c; harness, 35@40c; skirting, 28@40c; single strap, 41@

calfskin, 90c@\$1; French calfskin, \$1.20@1.85. Provisions.

Sugar-cured Hams-Indiana, 14 to 16 lbs aver-Shoulders-English cured, Reliable, 18 to 20 lbs average, 84c; sugar-cured, Indiana, 8 to 10 lbs Pickled Pork-Indiana bean or jowl, per brl 200 lbs, \$13; mmp, per brl, 200 lbs, \$13.50; family, per brl, 200 lbs, \$16.50; fancy clear bean, per brl, 290 lbs, \$20.50; fancy boneless pig, per brl, 200 lbs, \$21. Also haif brls, 100 lbs, at half the 6,500; steady; native steers, \$3,50@5.10; cows and | price of the bris, adding 50c to cover additional cost of package. 18 to 22 lbs average, Fig.; 14 to 16 lbs average, 1015c; clear backs, 20 to 30 lbs average, 915c; 12 to 15 lbs average, 10%c; 9 to 10 lbs average, 11c; clear sides, about 50 to 60 lbs average, 9%c; 30 to 40 lbs average, 1014c; 20 to 30 lbs average, 11c.

In dry salt, 1/2c less. Produce, Fruit and Vegetables. Fancy Apples—Baldwins, per brl, \$3; Kings, 1.75; Spies, \$3.25; Greenings, \$3.25. Cabbage-Holland seed, \$2.75@3 per 100 lbs.

Bananas-Large, \$2 per bunch; medium, \$1.50. Carrots-75c per bu. Celery-California, per crate, \$4.25; per doz, 70c Cider-Per brl, \$3.50; half bris, \$2.50. Cocoanuts-\$3.50 bag, 50c doz. Cranberries—Jersey, \$2.25 per bu; \$6.25 per bri McFarlin, \$7.50 per bri; Howes, \$8 per bri. Dates-Walnut, \$1 per box; package dates, 60- of car service at Pittsburg. b box, 5c per lb. Figs-Smyrpa, 10c per 1b Grapes-California grapes, per crate, \$2; pony baskets, 17c; Malaga, in bris, \$5.

Honey-White clover, 16c per lb. Kraut-Per cask, 45 gals, \$10; per brl, 30 gals, \$6.50; per half brl, 15 gals, \$4. box; 300 size, \$4; California, 300 to 360 size, \$2.50. | ticket agent to fill the vacancy caused Lettuce-14c per 15 Navy Beans-Per bu. \$1,90@2. Old Pop Corn-3c per lb Onlons-Yellow, per cwt, \$1.75; red. \$1.80.

Florida, \$3; Navels, per box, \$2.50. Radishes-35c doz bunches. Parsnips-\$1 per bu Pears-Per bu, \$1661.25. Pineapples-Florida, per crate, \$2.75@3. Potatoes-Northern stock, 95c@\$1 per bu. Spanish Onions-\$1.50 per crate. Squash-Hubbard, 14c per 1b Sweet Potatoes-Illinois, \$3; Kentucky, \$3; Jer-

furnips-50c per bu. Rutabaga, 50c per bu. Walnuts-Native, 50c. Nails and Horseshoes.

Steel cut nails, \$2.25; wire nails, from store, \$2.25 rates; from mill. \$2.10 rates. Horseshoes, per keg. \$4.25; mule shoes, per keg. \$4.25; horse nails, \$165 per box. Barb wire, galvanized, \$2.75;

Linseed, raw, 27c per gal; linseed oil, boiled, 38c per gal; coal oil, legal test, 11@16%c.

Seed clover, prime, \$5.50@6; English clover, \$596.50; alsike, \$9912. Timothy, prime, \$1.75@2. clean, 60070c. Orchard grass, \$202.25; red top, 90c@11.75. English bluegrass, \$2.

THE PROMOTER IS AN IMPORTANT PERSONAGE

In modern methods of business management the promoter has made for himself what soems to be a permanent and important place. The slight opprobrium has to-day in its better sense become recognized as a legitimate and inevitable part of our business life. It is easy, of course, to find fault with the premoter and to blame | the hundreds and no enemies. him for the failures and the disgraceful prac-tices which have been recorded in his name, but honest promotion has had a most important part in bringing forward successful enterprises and adding to the country's prosperity. Thousands of people have been given, through the promoters' efforts, the opportunity for investment in profitable institutions who would otherwise have found this difficult, if not impossible. The combination of many struggling inbenefactor in bringing about the development will be attempted to keep business from of actual resources in a greater degree than the trolley lines. would be possible with small and isolated concerns. He not only enriches himself, but those In this age of the world it is found true that bine the interests of many small invertors and use the whole to the advantage of each. In | The improvements on the Detroit &

inent and usually successful. It is true that the promoter has sometimes he has been responsible for tremendous losses aggregating millions of dollars, bringing great

THE MIDDLE WEST IGNORED BY SOUTHWESTERN RAILROADS.

Steel Coaches Desirable for Passen-Bags, 25c per ton extra, ground floor or dumped ger Traffic-Friendly Relations of Rock Island and Frisco.

Indications point to a first-class fight be-

tween the strong lines striving to capture the merchants' traffic eastward in the made by the Missouri, Kansas & Texas, when it put on these rates in direct opposition to the Southwestern passenger bureau, applying them to St. Louis, Kansas City ing from Omaha direct to San Francisco. and Chicago. Other lines met the situation. The Southern Pacific, while registering a vigorous protest, stated that if neces- | cided on the remainder of his itinerary, but sity required it would come into the field | stated that the trip may occupy two years. with vigor. This was supposed to mean that it would use its rail and water combi- road service in the near future. nation via New Orleans, but it has gone even farther by announcing an all-rail route at the low rates to New York in addition to its steamship service. The position of the Southern Pacific is not unique because this is the third time it has ignored an agreement, adopting the same measures as in the present instance. Another interesting feature of the New York merchants' rates is that the minimum number of travelers required gives the lines concerned an advantage over the lines bidding for patronage to Western commercial centers. The rate is one and a third for the round trip. The Southern Pacific seems

Growth of Steel Car Industry.

The growth of the steel car has been rather remarkable. In 1897 the principal steel car manufacturing company turned out 501 cars, while in 1902 61,000 were built, and in 1903 100,500 were built, without reckoning wooden cars with steel center sills. This Ginghams-Amoskeag, 6½c; Amoskeag dross, 7½c; Lancaster, 6½c; Lancaster dress, 7½c; Toll remarkable growth of the steel car induswith steel cars in passenger traffic is in Illinois Central. That company is successfully using several suburban cars constructed entirely of steel and having sliding doors. The builders of these cars state that their cost is less than a wooden constructed car of like dimensions, their dead weight is not so great and tests have shown them to be practically indestructible. The value of such a car as a life saver in case of wreck cannot well be overestimated.

The Stumbling Block Removed.

Following a deadlock, which followed a breach of railroad harmony in the Mississippi valley, negotiations have been resumed, according to the New York Herald, Island-'Frisco system for the joint use of the new Iron Mountain-Texas Pacific route from Memphis to New Orleans. No conthat the stumbling block to former negotiations, which at one time caused the announcement that the Rock Island would build an independent line to New Orleans, has been removed.

Personal, Local and General Notes. C. S. Mussen, commercial agent of the Nickel-plate road, is in the city. M. C. Elevy, assistant controller of the Pennsylvania lines west, is in the city. the Canadian Northern at Winnipeg, has been promoted to general manager of the

system. J. N. Faithorn, vice president and traffic director of the Chicago & Alton, will, it is said, receive a handsome promotion on the Harriman lines.

tory of the company, even larger than objection to most of them has been that those of the world's fair of 1893. Z. G. Rogers, assistant engineer of the

Baltimore & Ohio, has been ordered to Washington to assist in the construction | cities of the South has perfected and patof the new Union Station at that city. The Chicago & Alton will soon have the shortest line from St. Louis to Kansas City. Lard-Kettle rendered, 8%c; pure lard, 8%c. shortest line from St. Louis to Kansas City. Bacon-Clear bellies, 25 to 30 lbs average, 9c; The cutoff from Alton to Mexico, Mo. makes the C. & A. seven miles shorter. H. F. Houghton, assistant general superintendent of the Big Four, is in New York attending a meeting of the executive officers of the American Rallway Associa-

Homeseekers' excursions this week by the various roads having lines to the Southwest were only moderately successful, and fell below the expectations of the passen-

ger officials. William M. Prall, manager of the St. Louis Car Service Association, has resigned, and been succeeded by J. F. Roache. Mr. Prall has accepted the position of commissioner

An official of the St. Louis & San Francisco says the company expects to run its trains into New Orleans on June 1. By that Hickory Nuts-Per bu, 75c; shellbarks, per | time it is thought its connections with the Mobile & Ohio will be completed. B. W. Frauenthal, manager of the Bureau of Information at the Union Station

Lemons-Extra fancy Messina, 360 size, \$3.50 in St. Louis, has been promoted general by the death of Henry G. Lihou. Charles C. Hicks, traveling freight agent of the Seaboard Air-line in St. Louis, has Oranges-California Seedlings, \$2 per box; been promoted to commercial agent, succeeding C. S. Adams, resigned. Mr. Hicks's headquarters will be Montgomery, Ala. Oscar G. Murray was elected president of the Baltimore & Ohio Southwestern Railway at a meeting of the directors in New

> a director to succeed the late Frank W. Tracy.

York yesterday. Samuel Rea was elected

Chicago division. The St. Louis & San Francisco, in preparing for the St. Louis world's fair serv- a large circular receptacle containing a fluid ice, is building thirty-four passenger which takes up the large particles of matter coaches, which, it is claimed, will not collapse or telescope, but that the one will

slide upon the other. W. R. Baldwin, formerly general passenger agent of the Cincinnati, Sandusky & to be accurate. Cleveland, later with the Nickel-plate, who retired some time ago on account of illhealth, has fully recovered and will re-

enter the railroad service. University by the Carnegie Institution to aid in research and an elaborate study of FOR SALE-Laughing Water, Bedella, Pretty the value of high steam pressure in locomotive service, the money to be used speeffically for that purpose.

The appointment of Mr. Carruthers as Square, N. Y. chief engineer of the Baltimore & Ohlo is FOR SALEplace eggs temporarily among the luxuries, term which a few years ago was attended by a not without significance. He is an engineer with an excellent record, also an operating man; is popular, has friends by At a meeting held in Toledo, O., by the national officers of the National Railway

Clerks' As ociation and Order of Railway

Clerks of America, the combining of these two organizations was effected, which brings the membership up to 20,006. making it possible to travel by electric line stitutions into one strong and well-managed en- from Camden to New York will soon be terprise is only a part of a promoter's work. completed, and it is rumored that concerted. He becomes, if he is thoroughly competent, a action on the part of the steam railroads

A. R. Jones, engineer of maintenance of ssociated with him and brings forth new wealth | way of the Indianapolis & Vincennes, has and adds materially to the country's advance- been transferred to the Cleveland, Akron & Columbus division of the Pennsylvania. large capital is essential to the development of of the Panhandle, succeeds Mr. Jones on the and Cooper Woods, of the eastern division Indianapolis & Vincennes.

conducting of great manufacturing concerns, as work involves a general reduction of grade well as in the corporation management of railroads and similar enterprises, he has been prom- and alignment of track. The company expects to haul trains of seventy to eighty loaded cars over this piece of track, and been guilty of almost criminal recklessness in has purchased from the Schenectady works overcapitalization of companies, of bringing a number of consolidated engines for speclal service.

The Chesapeake & Ohlo has just received financial disaster to tens of thousands of in- from the Richmond lecomotive works the tion of the faith that is in him.—The total weight on the drivers is Company, corner East Ohio st. and Union Transfer and Storage solicited. Crating tracks; only first-class storage solicited.

West weighs very nearly the same, being only one ton lighter. The weight on the drivers is 169,000 pounds.

The Chicago & Alton will beautify the stations on its line from Chicago and Kansas City to St. Louis preliminary to the fair, and landscape gardeners are now going over the line drawing plans. The officials will lay out flower beds, shrubbery and grass plots, with designs, at every city, and will devote a large sum to this improvement. The scheme has been under consideration ever since President Felton assumed management of the road, but was postponed until this year.

On Feb. 1 J. M. Graham will assume the position of vice president of the Eric Railroad in charge of the engineering department. The career of Mr. Graham for the last four or five years is taken into consideration in viewing his connection with the Erie Railway. Those who are well informed make the assertion that it is almost positive that his entrance into the Erie official roster means that the Erie Southwestern States. The first break was has a period of construction immediately street, girl. ahead of the utmost importance. Horace G. Burt, retiring president of the

Union Pacific Railway, and Mrs. Burt will leave Omaha to-day on a world's tour, go-From San Francisco they will sail for the Orient, where they will spend several months. Mr. Burt has not definitely de-He will make it strictly a pleasure trip, and has no plans for engaging in the rail-

George D. Patterson has presented to the employes of the Pacific Express Company for their signature a pledge by which they agree not to join the Brotherhood of Expressmen of America or any other labor organization. The pledge contains the stipulation that failure to observe the agreement shall be considered by the employe notice of his resignation. Superintendent Patterson states that he did not wish any of the men in the company's employ to become members of a railway union, and took this plan of assuring himself of their not doing so.

At a meeting yesterday of the directors of to have some inside hold and its position is strong because of the co-operation of the sylvania Railway lines West, the following ian and daughter of the late Thomas Moore. central east and west lines of Texas. Its appointments were made: A. W. Barrie, to fancy, 5c; Hamilton fancy 5c; Merrimac pinks move is construed as a plan to attract mer-and purples, 54c; Pacific fancy, 5c; Simpson's chant trade to New York in preference Toledo division; Cooper Wood, to be engineer of maintenance of way of the In- private. dianapolis division. The directors of the Pittsburg, Cincinnati, Chicago & St. Louis Railroad (the Panhandle system) appointed wenue, North, Wednesday morning at 7 o'clock. dianapolis division. The directors of the W. Geer superintendent of the Terre | Funeral private. Haute & Logansport division of the Van-dalla lines, and W. D. Wiggins engineer of maintenance of way to succeed Mr. Geer.

ceive and discharge made-up trains of dif- | Senate avenue. Interment private. ferent roads, the company back of the plan | MASONIC-Ancient Accepted Scottish is now without any business, and it is re- | Adoniram Grand Lodge of Perfection. Memported that the yards may be abandoned. bers of the rite will assemble at the temple. They represent an expenditure of over \$5,- to-day, at 1 o'clock, to attend the funeral of try is strong proof that the steel car has They represent an expenditure of over \$5,come to stay. It is stated that its use has | 000,000. The yard has been finished and introduced economy in both the mechanical ready for traffic two or three years, yet not a railway entering Chicago has contracted and transportation departments. Despite to use it. If the project had succeeded, as this fact the only experiment being made expected, it would have practically closed every railroad freight yard in and around connection with the suburban service of the | the city and saved the individual lines great expense.

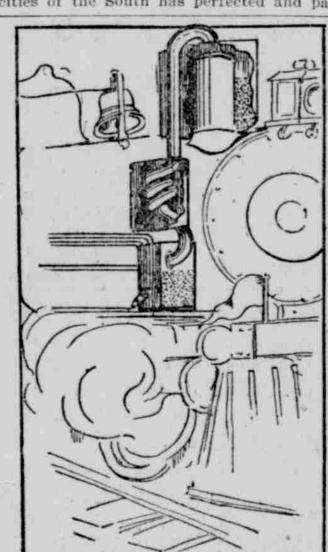
It is evident that the St. Louis roads are accepting in good faith the recent decision of the Supreme Court of Missouri and the municipal legislation calculated to regulate ticket scalping and guaranteeing the roads against the operation of brokers. Passenger officials contend that if the laws are enforced against the scalping of world's fair excursion tickets and the railroads are permitted to continue the use of the simple forms of tickets throughout the country, the traveling public will be afforded an object lesson in relief from burdensome contract tickets that would be

given under other conditions. It is estimated that during the last of between George J. Gould and the Rock | March and the forepart of April 30,000 cars of domestic exhibits alone will reach St. Louis for the exposition, and as the fair will open on April 30 it is feared that it will be difficult to handle this enormous influx tract has yet been signed, but it is asserted of freight traffic at the last minute. The management of the fair is urging that domestic exhibitors take heed of the importance of immediate shipment and begin forwarding their exhibits without further delay, thereby enabling prompt and efficient service in delivery and avoiding the congestion that will occur if shipments are

delayed until the last month. SMOKE-CONSUMING FURNACE

E. A. James, general superintendent of | Designed to Eliminate One of the An-

novances of Civilization. Any one who has lived near a railroad or a factory has experienced the disagreeable effects of the huge volumes of smoke poured out into the atmosphere daily. Nu-The passenger earnings of the Chicago & | merous smoke consumers have been invent-Alton for 1903 were the largest in the his- ed and tried, and many are now in use. The they do not properly discharge the task which is set for them. A native of one of the manufacturing



SMOKE CONSUMER APPLIED TO A

LOCOMOTIVE. The last few days the Big Four, on ac- ented an arrangement for which he claims count of cold weather, has been obliged all the best features of those that have preto suspend work practically on its extens- ceded it, and a few additional ones which ive improvements in progress on the St. | have not yet been claimed for any of the | REAL ESTATE-For sale or trade: \$1,200 equity Louis division and on the east end of the others. The illustration above shows one of the new consumers applied to a locomotive smokestack. Smoke is discharged into in the grimy cloud. The smaller atoms pass. through a pipe into a condenser, where they are gathered and held captive after being thoroughly saturated with hot steam. The scientific principle of the consumer is said

FOR SALE-MISCELLANEOUS.

A grant of \$5,000 has been given Purdue FOR SALE-Scales, Trunks, Fire Proof Safes.

WELLS MFG. & SUPPLY CO., 24 S. Cap. ave. Little Dinah Jones, Just Kiss Yourself Goodbye, Oh, Didn't He Ramble, and 100 other popular songs, with music, postpaid, for 10c. Ad-

> A CARD LIKE THIS Every Sunday for one year costs but \$1.35 per month. The Journal want page is proficable to the advertiser and reader.

TYPEWRITERS-35 VARIETIES. Don't overlook this opportunity. We have a carload of second-hand typewriters for sale

The connecting link in the trolley system | or rent. All standard makes for \$15 and up-Machines rented at \$3 per month and kept n repair. THE W. B. MORRISON CO., 46 North Pennsylvania Street.

FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. LOANS-..onev on mortgages. C. F. SAYLES & CO., 127 East Market street. FINANCIAL-SHARES 3 CENTS: gold and gold mines, promising enormous mineral, prospectus, pictures, fre COMPANY, 506 Mack, Denver, Col. pictures, free. SUNSET mining industries, in development of oil fields, in Mackinac are nearing completion. This FINANCIAL-6 per cent, money on industries city property, or on city property in any county seat town, or on farm property anywhere in Indiana; we use our own funds; no delay; partial payments. Call or address C. N. WILLIAMS &

STORAGE.

CO., 8-10 E. Market st.

STORAGE-PACKING, HAULING. vestors, but the tendency of to-day is to draw heaviest switching locomotive ever built, MAIN PHONES 675. EXTRA PHONES 676. HOGAN TRANSFER AND STORAGE CO. 6.00 the line closer on the promoter, to demand of and the first of its class to use eight driving storage of the line closer on the promoter, to demand of and the first of its class to use eight driving storage of the line closer on the promoter, to demand of and the first of its class to use eight driving storage of the line closer on the promoter, to demand of and the first of its class to use eight driving storage of the line closer on the promoter, to demand of and the first of its class to use eight driving storage. The Union Transfer and Storage wheels. The total weight on the drivers is company, corner has only first-class storage solicited. Crating

VITAL STATISTICS—JAN. 27.

Births.

Mr. and Mrs. Trotzky, 433 Pine street, girl. Mr. and Mrs. Thomas Yocum, 1619 Arsenal avenue, girl Leonard and Mary Ulsos, 1635 South Meridian Rollie and Minnie Owens, 1429 McLain street, John and Della Self, 1236 Brookside avenue, Wallace and Olive Buchanan, 304 North East Harry F. and Ina Gutherle, Deaconess Hospital, girl. Marsie and Bertha Brunswick, 512 East Eleventh street, boy. Henry and Minnie Tempke, 1313 Wade street, John and Mary Roberts, Center township, boy. Harry and Vinnie #Clows, 2410 Station street, Edmund and Anna McCullough, 2320 Gale street, boy.

Marriage Licenses.

Ralph and Lena Young, Indianapolis, boy,

Mr. and Mrs. Gus Baldwin, 1721 West Vermont

Judson D. Van Benthuysen and Mary Ethel Henry Kuckler and Verna Maple. William A. Bastin and Emma C. Koelling. Signor Sinnon and Clara Bell Cohee. harles Bartley and Lillian Coble. Will Townsend and Carrie H. Reardon. Robert A. Kean and George A. Trueblood. Clarence W. Ballinger and Bertha A. Cook. -

Deaths.

John Milton Pace, 522 Drover street, sixteen months, diphtheria. Margaret Perkinson, fifty-eight years, 501 South Senate avenue, exhaustion. Rev. T. X. Logan, 419 North West street, sixty-seven years, cerebral compression. Ellen Devaull, Central Insane Hospital, fortyone years, exhaustion

DIED.

ADAMS-Justus C. Adams died Jan. 26, 1904, i his sixty-third year. Funeral from Friends' Church, corner Alabama and Thirteenth streets, Thursday afternoon at 2 p. m. Friends invited. died at her home, 404 North Alabama street, at 7:30 p. m., Jan. 25, of pneumonia. Funeral services will be held at residence Friday afternoon at 2 o'clock, to which friends are invited. Burial

FUNERAL NOTICE. After working five years to open a field MOORE-Charles J. Moore. Funeral Thursday for a great clearing yard in Chicago to re- afternoon at 2 o'clock from residence, 505 North our late brother, Justus C. Adams. 32d degree LEWIS E. MORRISON, T. P. G. M. FRANCIS T. HOLLIDAY, Secretary.

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington Tel. 2525. Branch works E. entrance Crown Hill.

FUNERAL DIRECTORS.

FUNERAL DIRECTOR-C. E. KREGELO, 221-223 N. Delaware st. Both 'Phones 250. FLANNER & BUCHANAN-320 N. In. St. 'Phones 641. Lady attends all calls for ladies and children. Automobile wagon insures prompt-New 1164.

New 1164. ADAMS & KRIEGER. Main 1154. Funeral directors, 159 N. Ill. Lady attendant. TUTEWILER & SON. Undertakers, 129 W. Market st. Tel. 218. JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'phone, 963. Old, main 1439. FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

SOCIETY MEETINGS. .

MASONIC-Pentalpha Lodge, No. 564, F. & A. Masons. Called meeting in Masonic Temple this (Thursday) evening, Jan. 28, at 6 o'clock, work in third degree. Visitors THOMAS G. LEE, W. M. come. F. T. M'QUIDDY, Secretary.

JOURNAL BUSINESS DIRECTORY.

BERTERMANN BROS., New No. 241 Mass. av., 228 N. Del. st. Tel. 840 SALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, Buck-25 Circle. Tel. 1007. boards, etc.)

WANTED-MALE HELP.

WANTED-Competent wire men. Address CON-TRACTORS' ASSOCIATION, Cincinnati, O., 319 West Fourth street. WANTED-Two reliable men for collecting. vestigating and clerical work; salary, \$15 to \$18 | a. m. and every two hours thereafter until 8:4 weekly to start; \$300 cash required, fully secured; good opening. Apply to BROWN, Suite D, 46 North Pennsylvania st. WANTED-In lively lake port town, by large department store, a first-class salesman with knowledge of general housefurnishing goods. Good salary. Permanent place to right per-Address DEPARTMENT STORE, care of Indianapolis Journal. WANTED-For U. S. army, able-bodied, unmarried men, between ages of 21 and 35, citizens of Inited States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 25 North Illinois st., Indianapolis, Ind. WANTED-Man to represent a large Eastern journal on circulation and advertising in Indiapapolis and Indiana. Only those who consider themselves having an earning capacity of not less than two thousand dollars yearly need apply. Submit references with application, Box

125, Journal. HELP WANTED-FEMALE.

WANTED-Lady stenographer and bookkeeper. Must be good penman and accurate. Good fair salary. References. Call 1031 Stevenson Bullding, 9:30 a. m. WANTED-ROOM AND BOARD.

WANTED-Mechanic working nights would like board and room with member Jr. Q. U. A. M. Address P. O. Box 274.

BUSINESS CHANCE. BUSINESS CHANCE-Good saloon, \$409; another, \$350; grocery store, \$900, \$1,250, \$1,500. CLAPP & CO., Room 29, Baldwin block. BUSINESS CHANCE-We offer first-class furnished-room house, 20 rooms, doing \$270 monthrent only \$65. See this. CLAPP & CO., Room 29, Baldwin block. BUSINESS CHANCE-Look these over: Barber shops from \$200 to \$1.500; all good locations.

to quick buyers. CLAPP & CO., Room 29 Baldwin block. . . .

We have several good restaurants for sale cheap

FOR SALE OR TRADE. in new 2-story double house. THE BUSINESS EXCHANGE. 61 Fitzgerald Bldg.

NOTICE.

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA NOTICE-Justin A. Kellogg, Counselor at Law, NOTICE-Sheet metal work of all kinds. JO-SEPH GARDNER, 39 Kentucky av. Telephone NOTICE-H. F. KESTER, 610 Virginia av., sanitary plumbing; special attention to repair work. Old 'phone, Main 445; new. 9165. NOTICE-Have the leaks in the tin and slate work of your house repaired by JOSEPH GARDNER, 39 Kentucky av. Telephone 222. NOTICE-The board of trustees of the Central Indiana Hospital for Insane will receive sealed proposals until Friday, Jan. 29, at 10 a. m., for furnishing a full line of supppiles for the month | Newark, Hamilton and Cincinnati, Oalo. of February, 1904. Estimate book will be lar songs, with music, postpaid, for 10c. Addison file at Room 45, Statehouse, from and after dress ALBERT BROOKS, Box 280, Madison Monday, Jan. 25, 1904. By order of BOARD OF TRUSTEES.

> All : ivertisements inserted in these columns are charged at the very low rate of 5 cents a Blank or wish lines at the same price per line. Telephone 238 and your ad. will be called

LOST.

HEREIG AT-

new collar. Answers to the name of Sport. Call 'phone Black 591, and return to 1123 East Market street. Reward. PATENT ATTORNEY.

LOST-A dog, white with large black spots. A

exceptional facilities, except those guaranteed by thorough knowledge of patent prac-

tice, technical training, honesty and care, beyond which no special advantages exist. 49 and 50 Ingalls Hidg. FOR RENT.

FOR RENT-Desk or office room with use of phones, messenger calls and electric lights: reasonable. 632 Newton Claypool Building.

FOR TRADE.

R MILROAD TIME CARD. BIG FOUR ROUTE City Ticket Office,

Passenger Trains Leave Indianapolis Union Station as follows: EAST BOUND-For Union City and Way Stations ... *4.45 pm. Muncle and Fort Wayne 7.00 a m & 6.25 pm Fort Wayne, Sundays 8 00 n m. Benton Harbor and Way Sta ... 7 00 a m & 11.30 a m. ...*4 45 p m. ; *2.45 a m; *4.30 a m; Elkhart and Way Stations ... Greensburg and Cincinnati... 1 *2 55 pm & *6.20 pm. Louisville and North Vernon ... *3.45 a m & 2.55 p m. Cincinnati and way 7.45 a m & 4.00 p m. Washington, D. C. . 7 45 a m & 6.20 p m. Springfield and Columbus, O ... +6 00 a m & *8.00 p m.

Lynn and Way Stations 6.15 p m.

WEST BOUND-For Terre maute, Mattoon and St. (*11.45 a m; *3.25 p m; 2 *7.05 p m & *12.05 am. St Louis and Way Stations 7.20 a m. Terre Haute, Matteon and Way. 5 00 p m. Lafayette, Kankakee and Chl- ; *11.50 a m; *3.30 p m & *12,10 a m. Kankakee and Way Stations 7.00 s m. Lafavette and Way Stations 5.15 p m Colfax, Logansport and S. Bend, 7.00 a m & 5 15 pm.

Bloomington and Peoria*11 50 am & *11.65 pm. Peoria and Way Stations 7.25 a m. Champaign and Way Stations ... 4 10 p m, *Indicates Daily. +Except Sunday.



Claypool Hotel. Lenve Indianapolis. Cincinnati Express 10 40 a m 3 00 p m *5.00 p m *7.02 p m *4 00 a m 10.40 a m 3.00 p m *5.00 p m *7.02 p m *4.00 a m 10,40 a m Toledo and Detroit

Decatur and Springfield 8.00 am *11.10 p m Tuscola Accommodation...... 3.80 p m Charles City Ticket Office, 8 N. Illinois St., Claypool Hotel. Leave Indianapolis. *7.00 a m s11.50 a m Chicago Express Trains, via (8.85 pm *12.55 a m

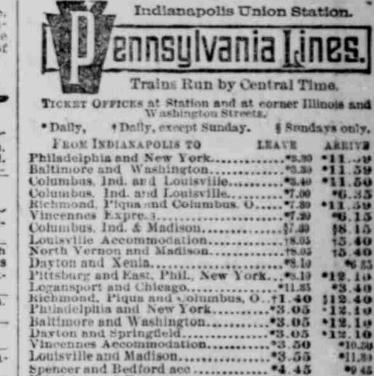
Monon (Ind.) Accommodation. *4.00 pm * Daily. s Sunday only. CH THE BER BER LEAVE ARRIVE

fayette and Chicago 11.50 a m

8.85 p m

Rosebdale, Crawfordsville, La-

dedo, Chicago & Mich, Ex..... 7:15 a.m. *10:25 a.m. dedo, Detroit & Chicago Ltd. *12:20 p.m. 3:25 p.m Mich. City, Muncie & Laf. Spl. 7:20 p.m. 10:25 p.m. P. M. time is in BLACK figures.



Louisville Accommodation..... Dayton and Xenia..... Logansport and Chicago*12.05 VANDALIA LINE. "The St. Louis Limited"....... Terre Haute, St. Louis and West.....

columbus, Pittsburg and East

Terre Haute, St. Louis and West 12.15 Western Express. Terre Haute and Emngham Acc 4.00 Greencastle and Terre Haute *8.35 INDIANA UNION TRACTION COMPANY. Local trains for Anderson, Muncle and inter-mediate points leave Indianapolis at 4:15 a. m.

o. m. These trains make direct connection at Anderson with trains for Alexandria and El-Limited trains for Anderson and Muncie leave Indianapolis at 8 and 11 a. m. and 2 and p. m., arriving in Anderson in 1 hot ninutes and in Muncle in 2 hours. The S a. I and 2 p. m. trains make direct connection at Anderson with limited trains for Eiwood. Commencing Dec. 23, 1903, trains for Nobles-ville, Tipten, Kokomo and Intermediate points will leave Indianapolis as follows: Limited trains will leave Indianapolis at 4:4

and each hour thereafter until 9:15 and 11:30

a. m. and every two hours thereafter until 7:3 and 11 p. m. Trains leaving Indianapolis at 9:30 p. m. run only as far as Tipton. -Freight Department -Consignments of freight received at station,

Local trains will leave Indianapolis at 5:8

117 Kentucky avenue, daily from 6 a. m. until 6 p. m. for all points on I. U. T. Co. Quick servce; early morning delivery. INDIANAPOLIS & NORTHWESTERN TRACTION COMPANY. General Offices, Lebanon, Ind. Indianapolis waiting rooms, ticket office and express office, 119 West Maryland street, Union

First through car for Lafayette leaves Indian-

block, Room 6

11.30 "

apolis at 4 a. m. and arrives at Lebanon at 5:1 Frankfort 5:30 a. m. and Lafayette 6:85 Second through car leaves Indianapolis at 6 a. m., arrives at Lebanon at 7:31 a. m., Frankfort at 8:14 a. m. and Lafayette at 9:17 a. m. and every hour thereafter until 9 p. m Last car for Lebanon leaves Indianapolis at 11:3 First through car from Lafayette leaves Lafayette at 6:35 a. m., arrives at Frankfort at 7:32 a. m., Lebanon at 8:15 a. m. and Indianapolls at 9:45 a. m. and every hour thereafter until 9:25 p. m. Last car from Lafayette to

Lebanon leaves Lafayette at 11:25 p. m. and

Express Department - Consignments received



arrives at Lebanon at 1:15 p.

DIVISION LEAVE SEELBYVILLE LEAVE INDIANAPOLIS 5.00 AM 5.30 AH 2.30 PM 3.00 " 6.00 " 3.30 " 6.30 " 4.30 " 4.00 " 7.00 " 7.30 " 8.00 " 5.30 " 8.30 " 6.00 " 9.00 " 6.30 ** 9.30 " 7.00 " 10.00 " 7.30 " 10.30 " 8.00 " 11.00 "

12.00 m'n 9 00 " 9.30 " 12.30 PM 1.00 PM 10.80 " 1.30 " 11.00 " "WAITS FOR CLOSE OF THEATERS IND'P'LIS & EASTERN RAILWAY CO.

"Greenfield Line.

8.30 "

General Office, Franklin Building Time table effective January 4, 1904 All cars depart from Meridian and Georgia, For Richmond, New Castle and intermediate stations passenger cars leave on the following hours: 6:55 a. m., 8:55 a. m., 10:55 a. m., 12:55 p. m., 2:55 p. m., 4:55 p. m. and 6:55 p. m. Limited trains for Greenfield, Knightstown, Cambridge City and Richmond leave Indianapolis at 7:40 n. m., 11:40 n. m. and 5:40 n m. The above cars make direct connections for Eaton, Dayton, Lima, Greenville, Columbus, For Greenfield, Knightstown and intermediate stations first car leaves at 5:55 a. m. and each hour thereafter until 7:55 p. m. The 8:55 p. m. runs to Greenfield only; the 8:55 p. m. runs to Knightstown; next and last car leaves at 11:15 p. m. for Greenfield only, Combination passenger and express cars leave 7:55 a. m. and 11:55 a. m. for Grenfield and Knightstown.

For Greenfield and intermediate stations only arrive at 7:35 a. m. and leave at 9 a. m. Also arrive at 2:20 p. m. and leave at 3:30 p. m. Express for Knightstown, Dublin and intermediate stations leaves at 2:33 a. m. INDIANAPOLIS, COLUMBUS & SOUTH. ERN TRACTION COMPANY. Through passenger cars leave Pennsylvania and Washington streets for Southport, Green-wood, Whiteland, Franklin, Amity, Edinburg, Taylorsville and Columbus. First car at 6 a. m. and every hour thereafter until 8 p. m. The last car leaves at 11:18 p. m. At 9 and 10 p. m. cars leave for Franklin and intermediate points

-Express Cars.-

Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m. INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO.

stations at 5:30 n. m. and every bour there-arter on the half-hour mark until 5:30 p. m. The 7:30 p. m. car runs only to Mosresville, the 8:20 car runs to Martinaville and the next and hast car leaves at 11:30 p. m., running to Mar-Leaving Martinsville for Indianapolis and intermediate stations first car at 5:29 a. m. and every hour thereafter, on the thirty-minute mark, until 6:20 p. m. The 7:30 p. m. car runs only to Mooresville, and the 8:30 car to Indianapolis and the next and last car leaves at 10:30, running to Indianapolis Cars leave Mooresville for Indianapolis and

T. R. BELL, mechanical engineer, patent Waiting room and station, 47 Kentucky avenue First car leaves from in front of No. 47 Kenattorney. In above capacity I do not claim tucky avenue for Martinsville and intermediate